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INFORMATION REPORT
CONFIDENTIAL

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COUNTRY USSR

SUBJECT The Molotov Auto Works in Gorki;
New Tank and Automobile Types

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SUPPLEMENT TO
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1. The official title of the automobile factory in Gorki is Gorki-Avto-Motod-Molotov (GASM) - Molotov Auto Works, Gorki. The extensive installations of this plant are located about thirteen kilometers west of the

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Perevlok runs by the plant. In the immediate vicinity of the

2. [REDACTED]
the twenties. Although it was bombed during the recent war, the damage was slight, and in any case has been completely cleared up. New construction during the last few years has been devoted principally to power plant installations (TEZ), the forge, and the research and construction sections. In order to obtain more factory space within the compound, the management decided to move the construction section, formerly located in the southwestern part of the factory yard, to the nearby construction site outside of the yard proper.

3. The grounds of the Molotov Works, impressive in size, extend over an area of 2.5 x 1.5 kilometers. With the exception of the extreme western part, which still has some open space, the entire area is thickly built up.

4. The management of the enterprise is in the hands of a civilian director. Few military personnel are to be seen inside the compound, but investigative commissions visit the plant repeatedly to check on the "good progress of the production workers". A change in management last took place in August 1948, at which time the former manager is reported to have been sent to forced labor because he refused to located and establish the research and construction sections. At the time of source's assignment to the auto works a Russianized German (apparently Volga German) by the name of Liebiggett was the chief builder for the plant. He avoided contact with the prisoners at all times. No German contractual or drafted technicians were employed by the Molotov Works.

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5. The technical equipment of the factories is not entirely standardized. Source, who worked in three different parts of the undertaking, described the mechanical apparatuses as follows:

- a. The Smithy: The fittings are solid but not modern. Besides two smaller stamping machines and hammers (some of which were compressed air hammers), there were two heavy hammers of twelve and eighteen tons respectively.
- b. The Motor Works: The fittings of this plant are modern and efficient. Production is accelerated by means of a rolling belt. In 1948 large new test motors were built.
- c. Tank Production and Construction Division: The entirely new tank plant with the most modern installations began production at the beginning of 1949. The shops of this plant, mostly finished in tile, are the most exemplary of the whole works. Likewise, the research and construction division is equipped with the latest technical devices. Both divisions were moved into spacious buildings towards the end of 1948.

6. The most important workshops and installations of the Molotov Auto Works are the following:

- a. Power plant with open air installations
- b. Smithy with spring production
- c. The two truck assembly shops
- d. The motor works
- e. The frame and rim shop
- f. The radiator shop
- g. Research and construction division, including tank works
- h. Salvage
- i. Fuel tanks and tank plant
- j. Garages
- k. The foundry
- l. The pattern shop
- m. The tool shop

The factory compound, which was inaccessible to German PWs. However, source was able to make out a boiler house and a machine shop among the several buildings in the 300 x 150 meter power plant enclosure. One of the larger buildings is said to contain the switchboard. The transformers are protected by another special enclosure which forms a 150 x 150 meter square. Source, though aware of the plant's substantial capacity, was unable to give an estimate of the number of functioning turbines and the amount of power produced.

7. The smithy is located northwest of the power plant in a shop which measures approximately 400 x 200 meters. A cutting center with the wheel and end of the shop are three wings. The southern wing was destroyed during the war. It was being reconstructed at the end of 1948. The northern wing of this building handles the spring production.

8. The two truck assembly shops, located in the middle of the factory compound and connected to each other by a moving belt, cover a 400 x 200 meter area. The southern building accounts for the pre-assembly work; the northern one presumably takes care of the completed or assembled trucks. Adjacent to the northern building is the truck dispatching square, where the completed trucks are shipped.

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10. The motor works, which manufactures engines for trucks and tanks, is equipped with British, German, and American machines.
11. The shop for research and construction and for tank manufacture is a small "works" in itself; it is the model piece of the Molotov enterprise. Production got underway in December 1948. The research and construction division occupies the southern part of the building, and the northern part is devoted to tank production. New auto types are created by hand before going into mass production. A tank research section which is adjacent to the auto research section appears to be accessible to very few persons. During the period of source's labor at the works, a new six-cylinder tank, reported to carry the type insignia SIMV and a hand-built armored reconnaissance vehicle with rubber-lined wheels were completed. At the turn of the year 1948/1949, a new tank type is reported to have been developed. A sturdy, four-cylinder "victory vehicle", called the "Pobeda" by the Russians, is produced at this plant. It is reported that a six-cylinder variation is now being produced. Other vehicles manufactured were: GAZ 51, a two and one half ton truck with a lively six cylinder motor (this was tied in with tank production); GAZ 63, a somewhat larger truck with two axles and an all-wheel drive.
12. According to source, motor production was about 200 to 250 units daily, eighty percent of which was allocated for trucks and twenty percent for tanks.
13. Connecting the most important parts of the Molotov Works with the main line of the Moscow-Gorki railroad are numerous rail spurs. The works has its own locomotives.

Encl: 2 maps

Comment: Probably ZIM (Zavod imeni Molotova)

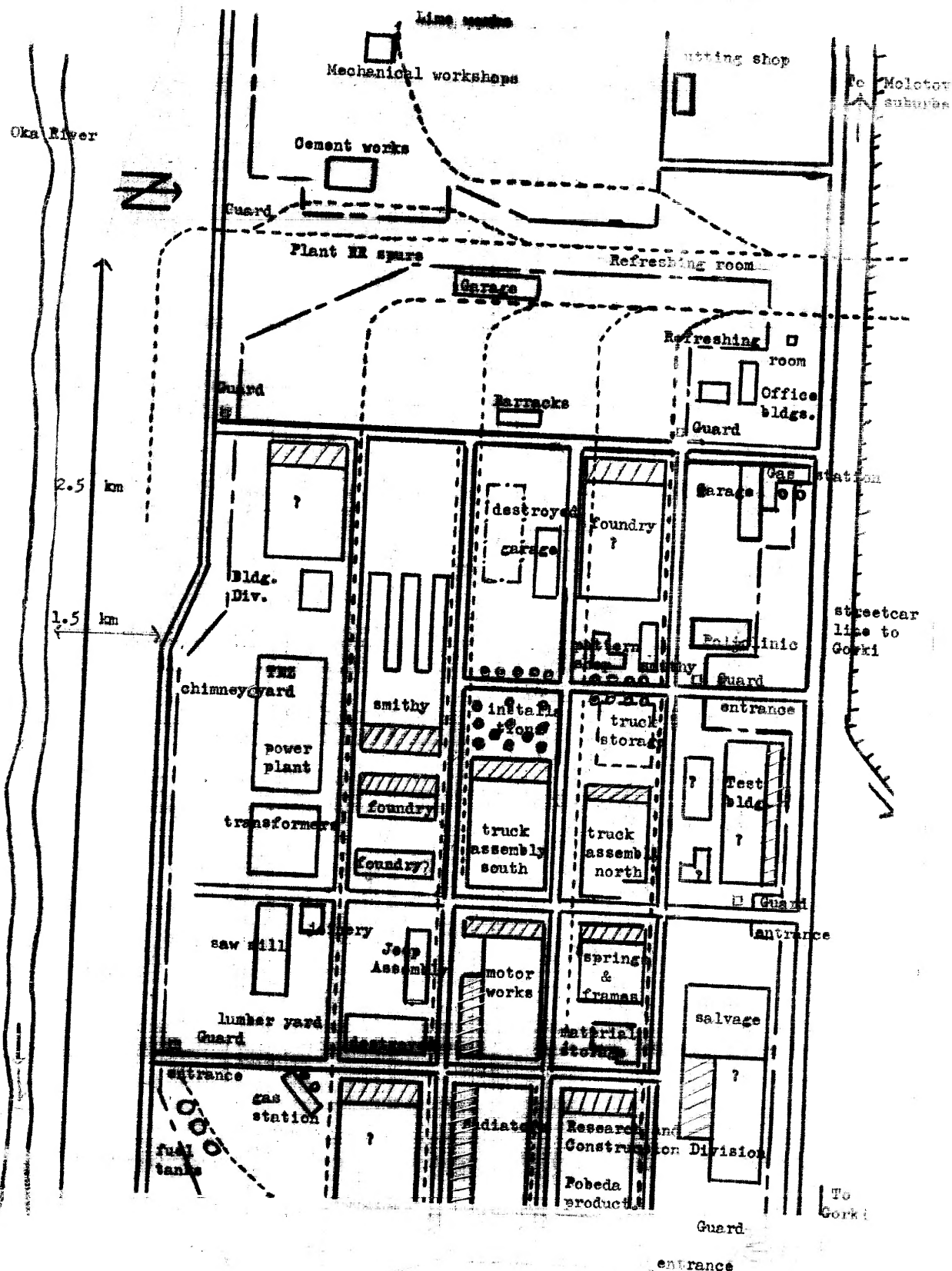
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